

July 21, 1944

Copper Commando - vol. 2, no. 24

Victory Labor-Management Production Committees of Butte, Anaconda and Great Falls

Follow this and additional works at: http://digitalcommons.mtech.edu/copper_commando

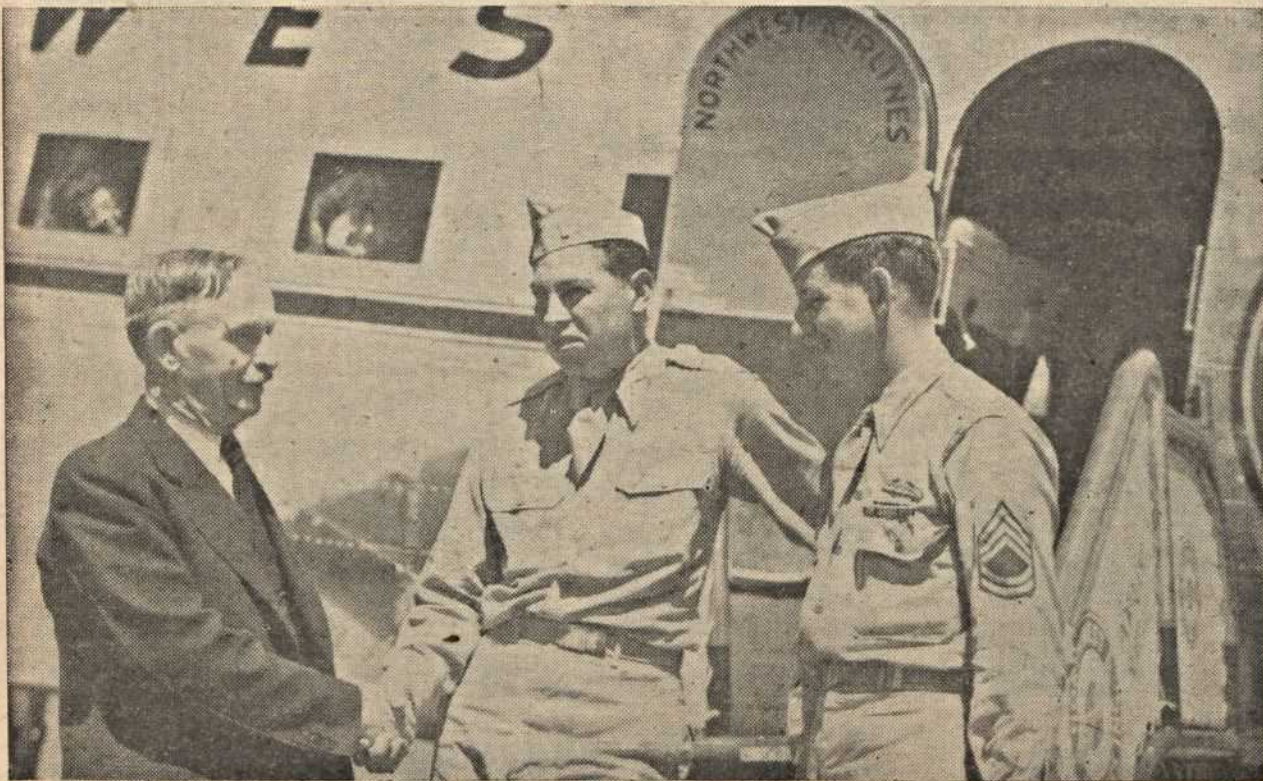


Part of the [American Politics Commons](#), [History Commons](#), [Mining Engineering Commons](#), [Photography Commons](#), [Place and Environment Commons](#), and the [Rhetoric Commons](#)

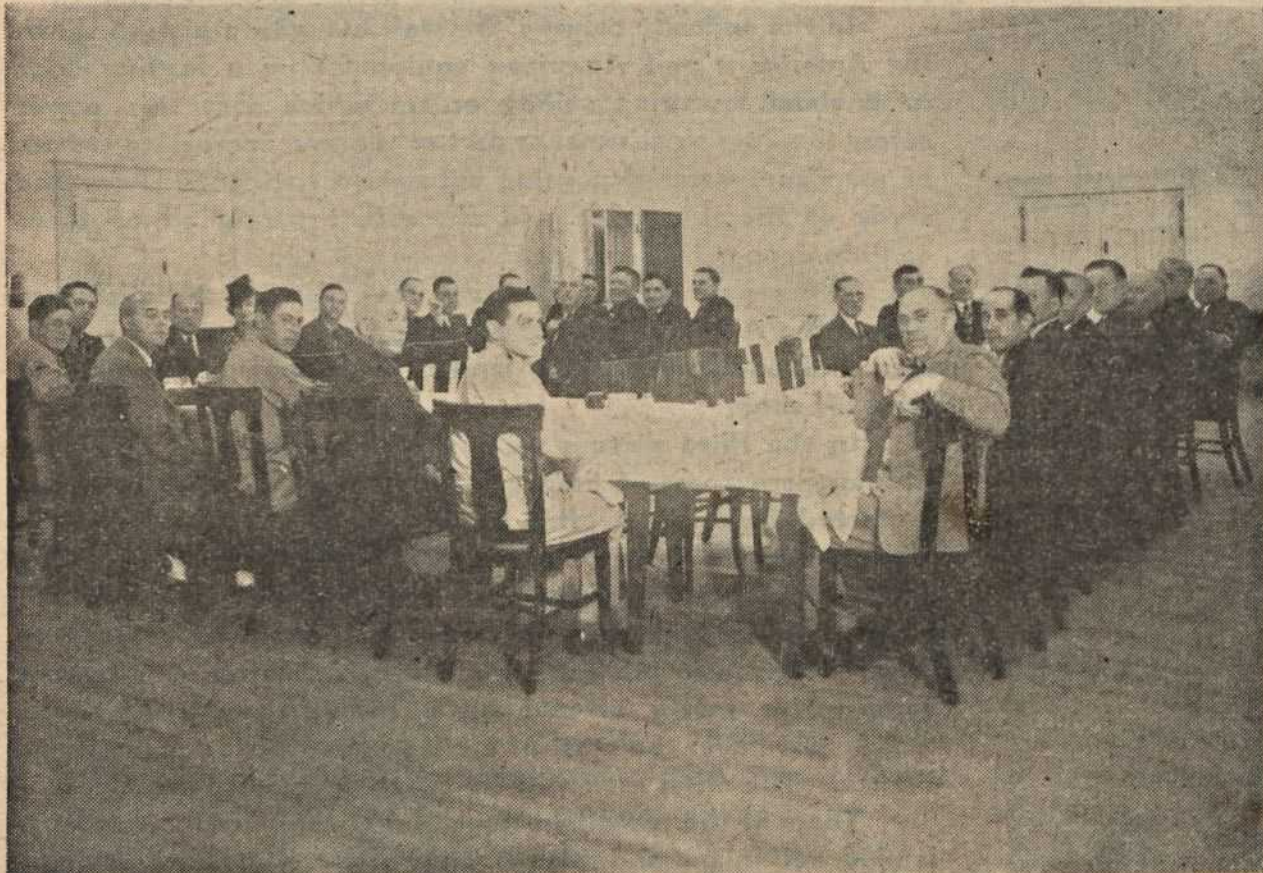
Recommended Citation

Victory Labor-Management Production Committees of Butte, Anaconda and Great Falls, "Copper Commando - vol. 2, no. 24" (1944).
http://digitalcommons.mtech.edu/copper_commando/55

This Book is brought to you for free and open access by the Copper Commando at Digital Commons @ Montana Tech. It has been accepted for inclusion in All Issues, Copper Commando, World War II by an authorized administrator of Digital Commons @ Montana Tech. For more information, please contact ccote@mtech.edu.



LABOR-MANAGEMENT plays host to two top war heroes, Lieut. Ernest Childers (center) and Sgt. Charles E. (Commando) Kelly, right. At left, Mayor Barry O'Leary of Butte, who welcomed heroes.



SMELTHERMEN welcome guests to Anaconda. At luncheon, Labor-Management Committee fetes visitors. Commando Kelly is at extreme left, Childers front row center, Lieut. John Dempsey at right.



"KILLER" KELLY comes to Butte. War's foremost celebrity is hailed at Butte airport by civic and county officials, and representatives of Labor and Management. The boys voted it a great town.

Sec. 562, P. L. & R.
U. S. POSTAGE

Paid

Butte, Mont.
Permit No. 139

COPPER COMMANDO



THE PUSH IS ON

RUSHED from the Continental battlefronts, these pictures depict the invasion of France in brief pictorial form.

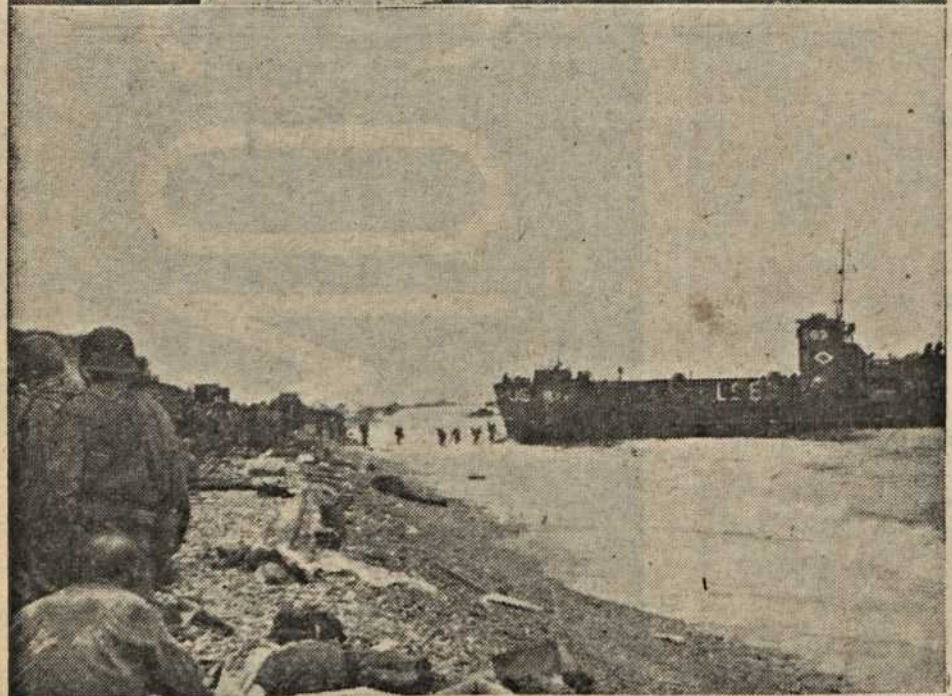
In the opposite column, we start off with a picture showing Americans and American equipment on a loading dock in England, awaiting sailing orders which sent this power across the English channel as part of the ever-increasing stream of men and materiel pouring onto the Continent. A careful study of these supplies will show that nearly all of them contain copper in some form.

The second picture shows a view of a beach which was one of the Allied objectives on the coast of France, with the men and equipment being landed from the various landing craft off shore.

In the third picture we see a narrow strip of beach on the northern coast of France where American assault troops, protected from enemy fire by chalk cliffs, assemble before moving into the interior of the Continent. Note the landing craft still delivering additional men. In the picture at the bottom, the invasion is really under way. Leaving behind the other troops who are taking a "breather" after gaining the comparative safety offered by a concrete wall, American troops move over the crest of a hill to the interior of Northern France. The other men will follow their buddies shortly.

There at the top of the page, American paratroopers have landed well inland and this paratrooper patrol moves cautiously through a French churchyard. Snipers were everywhere, and it was up to these brave fellows to rout them out at the risk of their own lives.

And here, at the bottom of the page, we see the first captured Germans file through the barbed stockade of a PW (prisoner of war) camp somewhere in England. They were among the first captured by Allied troops in German-held France.





Hail to the Heroes!

In connection with the Fifth War Bond Drive, Montana had the privilege of greeting Commando Kelly and Lieut. Childers, two of the war's greatest heroes. In a program set by the Butte Chamber of Commerce, sponsored by the Labor-Management Committee and the Fox Theater, the boys did a job. Above, the Welcoming Committee greets the heroes at the Butte airport. At the left, Lieut. Childers; at the right, Commando Kelly. See story on page 9.



COPPER COMMANDO is the official newspaper of the Victory Labor-Management Production Committees of the Anaconda Copper Mining Company and its Union Representatives at Butte, Anaconda, Great Falls and East Helena, Montana. It is issued every two weeks . . . **COPPER COMMANDO** is headed by a joint committee from Labor and Management, its policies are shaped by both sides and are dictated by neither . . . **COPPER COMMANDO** was established at the recommendation of the War Department with the concurrence of the War Production Board. Its editors are Bob Newcomb and Marg Sammons; its safety editor is John L. Boardman; its chief photographer is Al Gusdorf; its staff photographer is Les Bishop . . . Its Editorial Board consists of: Denis McCarthy, CIO; John F. Bird, AFL; Ed Renouard, ACM, from Butte; Dan Byrne, CIO; Joe Marick, AFL; C. A. Lemmon, ACM, from Anaconda; Jack Clark, CIO; Herb Donaldson, AFL, and E. S. Bardwell, ACM, from Great Falls. . . **COPPER COMMANDO** is mailed to the home of every employee of ACM in the four locations—if you are not receiving your copy, advise **COPPER COMMANDO** at 112 Hamilton Street, Butte, or better still, drop in and tell us. This is Vol. 2, No. 24.

THEY CALL 'EM "CATS-AND-DOGS" 4

When Uncle Sam roared for every single ounce of copper available, he pointed his finger at the "cats-and-dogs" around Butte and Anaconda. As a result of this, roughly 75,000,000 pounds of copper have gone into tanks and planes and guns, which otherwise would have remained untouched on the ground.

HAIL TO THE HEROES 9

Commando Kelly, top hero of World War II, visited Butte and Anaconda with Lieut. Childers, another outstanding veteran. They drove home to all of us the great need for backing up the boys with the purchase of War Bonds.

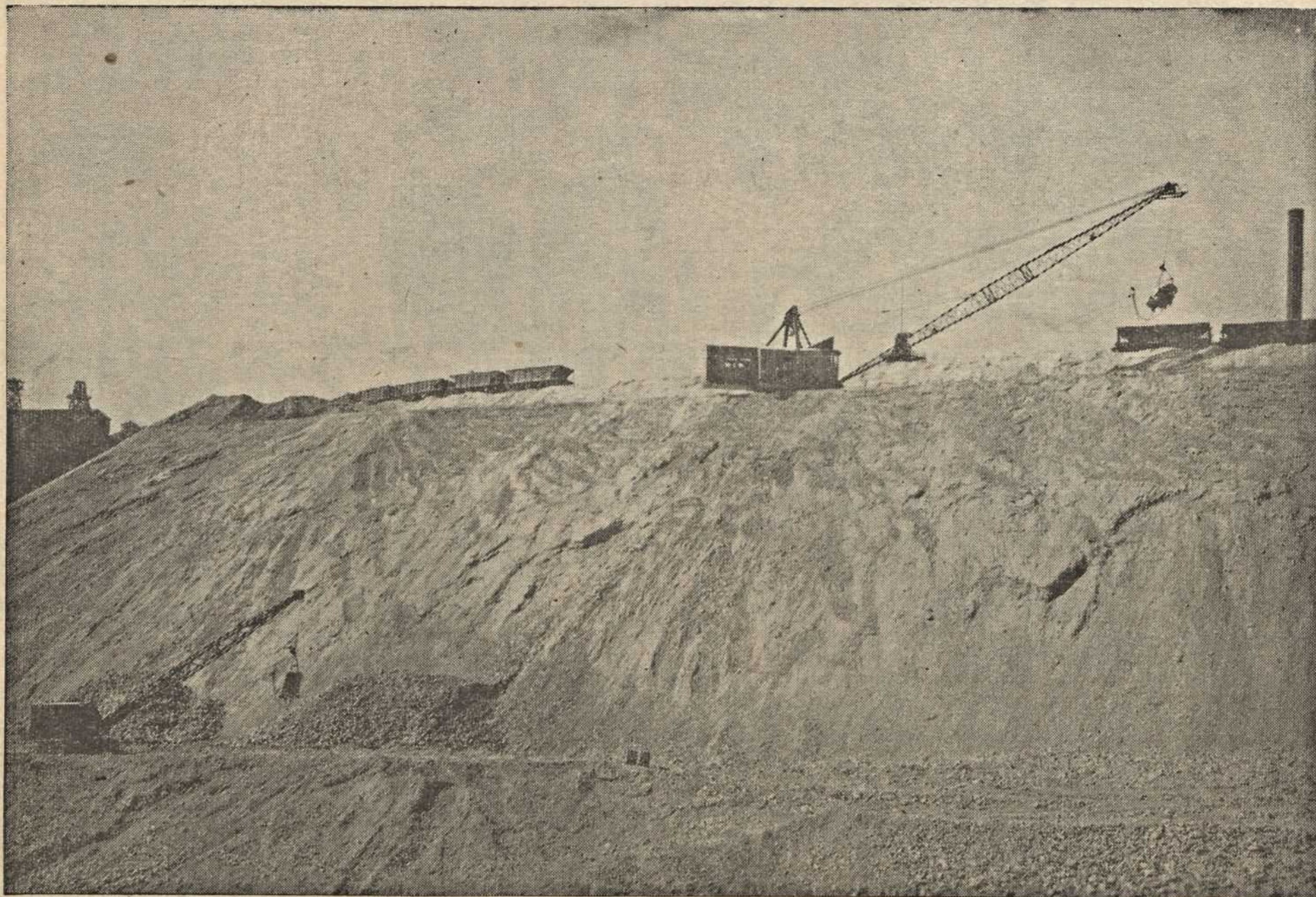
THE WHEELS GO 'ROUND AND 'ROUND 10

The Local Tramming Department at Anaconda is responsible for the moving of all materials for the Smelter. In this issue we show you the engine crew, the bin crew, the electric motor train crew, and the track gang, along with a shot of the two men who direct and supervise the work of the crews.

BE CAREFUL! 12

The men in Dave Lawlor's Safety Department at Great Falls strive constantly to lower the accident rate at the Plant even though it has been low for several years. However, if anything happens, they are well equipped to give immediate assistance.





HERE is a view of the High Ore dump at Butte, where waste material is being scooped up to give Uncle Sam the copper he demands. Note the large drag line at the top center and the smaller at left.

They Call 'em Cats and Dogs



Cats-and-dogs is the scornful term applied to waste materials discarded from old mining and concentrating operations. But these cats-and-dogs have given Uncle Sam roughly 75,000,000 pounds of copper for the men of the fighting forces which otherwise would still be lying on the ground. When the manpower shortage really began to hurt, Uncle Sam said he was sorry but the country needed the copper and needed it desperately. This is the story behind the cats-and-dogs and how the Company's technical men put them to work when Uncle Sam certainly needed them most.



A QUICK look at the tailings, dumps and slime ponds in this area wouldn't give a visitor the idea that there is beauty in the copper industry. Technical mining men call them "cats-and-dogs"; the folks in a mining camp or smelter town call them "ugly" and they are.

But when Uncle Sam roared for every single ounce of copper they could yield, the "cats-and-dogs" came through. As a result, roughly 75,000,000 pounds of copper have gone into tanks and planes and guns that otherwise would have remained untouched on the ground.

Behind that accomplishment lies a story, and we think it's a pretty good one. It is the story of Uncle Sam's foresight in sensing that the Axis was getting ready to strike. It is the story of how the Company's technical men buckled into the problem to give Uncle Sam the copper he asked for. It is the story, in short, of the "cats-and-dogs."

Actually, what are "cats-and-dogs"? Well, they are waste materials discarded from old mining and concentrating operations. They are mine dumps, for example, consisting of waste thrown out years ago when the operators figured the amount of copper was so low that it wasn't worth smelting. There were fifteen or twenty of them in Butte alone.

"Cats-and-dogs" are also tailings from concentrating operations—these tailings

are found near the Anaconda smelter. The Old Works tailings, as they are called, were dumped out forty or more years ago. The New Works tailings represent materials that were turned to waste from the present plant in its early days.

Then there are the "slimes," which are also "cats-and-dogs." The Deer Lodge Valley Ponds about seven miles from the smelter contain finely-ground material resulting from early operations at the smelter; there are also slime ponds in Butte.

Quite a while before Pearl Harbor, government agencies made a very careful survey of the copper possibilities in the Butte region (and in all other copper producing regions as well). These government representatives—all technical mining men—covered the mining and smelting operations with great thoroughness. The maximum copper production from every source was urged—mines, dumps, tailings, scrap, etc. This was not a suggestion for the future—it was a request for the present, so some operations have taken place at the Butte dumps and at the Anaconda smelter for the past three years in keeping with the government's wishes.

But two factors threw this recovery operation into high gear: the first was the impending invasion, which has now been launched, and the second was the growing seriousness of the manpower situation. In the face of all this, the demand for copper production continued.

Selective Service had already made heavy drains on experienced manpower in the mines at Butte; before the freeze

order was issued, other war industries made raids upon personnel. Yet the demand for production remained constant. Pretty soon it was clear that it was not humanly possible to keep up production from the Butte mines alone—there simply weren't enough men to do the job.

That's why the treatment of these "cats-and-dogs" was proposed: they provided a source of copper which could help give Uncle Sam what he needed, and it was possible to conduct these operations with few men, none of whom were miners. Production from these sources does not interfere in any way with production from the Butte mines.

Since these tailings and slimes were deposited, modern metallurgical methods have made it possible to recover copper from these materials which earlier methods were not capable of recovering.

That brought the Anaconda Reduction Works very much into the picture. For the first aim of the plant at Anaconda is to use all the Butte ore that the mines' manpower can provide; its second aim is to fill out its capacity with other available copper-bearing materials. In other words, the smelter method of operation from the beginning has been to give priority to Butte mines' ore; if Butte had ore to ship, all well and good, but if they couldn't get out the ore, because of a manpower shortage, it was up to the smelter to fill its concentrating and smelting capacity with anything that would provide copper.

About a dozen mine dumps at Butte have been recovered and their content shipped to Anaconda for concentrating.

One of the last dumps to be tackled is the huge High Ore dump (it is so-called in error because actually the material in this dump was gathered from all mines over a period of years). Here an enormous "Drag Line" operation is taking place and we want to tell you more about it later.

At the smelter the Old Works and New Works tailings were tackled—they were transported to the concentrator, which had undergone major changes in order to increase its capacity. As a matter of fact, the Anaconda Company invested nearly a million dollars of its own money in streamlining the mill operation to handle not only the maximum production of ore from the mines, but any other available copper-bearing materials. Actually the plant was able at that time to take care of maximum mine output, but the governmental pressure was so great for more production that the modernizing of the mill was undertaken, which stepped up the possible production vastly. Meanwhile, the zinc concentrator, which had been shut down when Butte zinc mining was suspended because the manpower shortage demanded that zinc miners be shifted to copper, was pressed into service, too, for processing copper mine dumps, etc.

There are slimes operations both at

●

NOTHING much to look at are these slimes close to Butte. But gummy-looking as they are, they still are providing our fighting men with the copper they need so badly to break down the Axis powers.

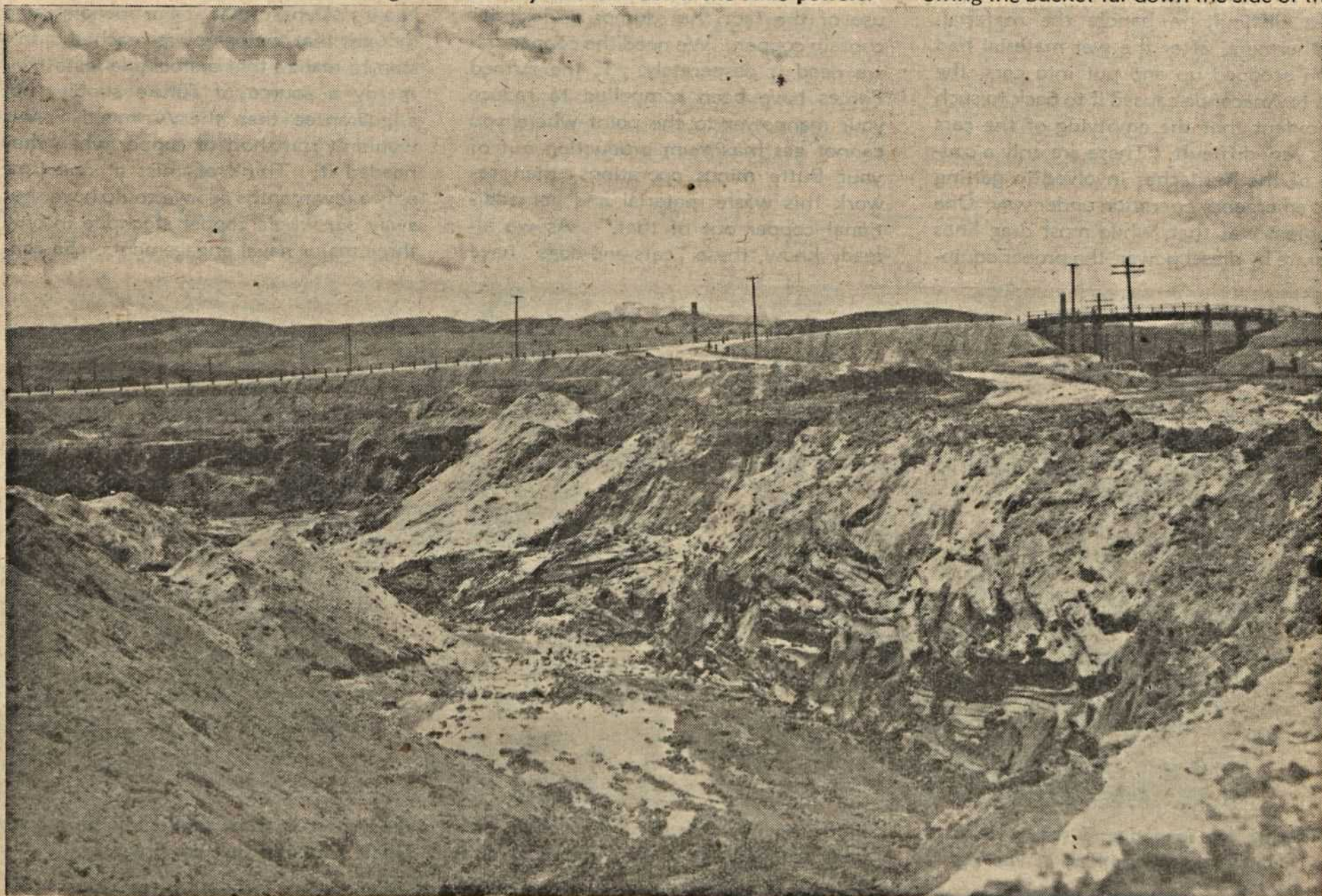
Anaconda and in Butte: slimes are nothing more than black slimy masses of extremely fine copper-bearing materials. They are rubbery in texture and to reduce them to proper condition for concentration and to develop a method of treatment was one of the staggering jobs the Company's technical men had to face. A new plant, costing the Anaconda Company close to \$400,000, had to be built and a new process developed.

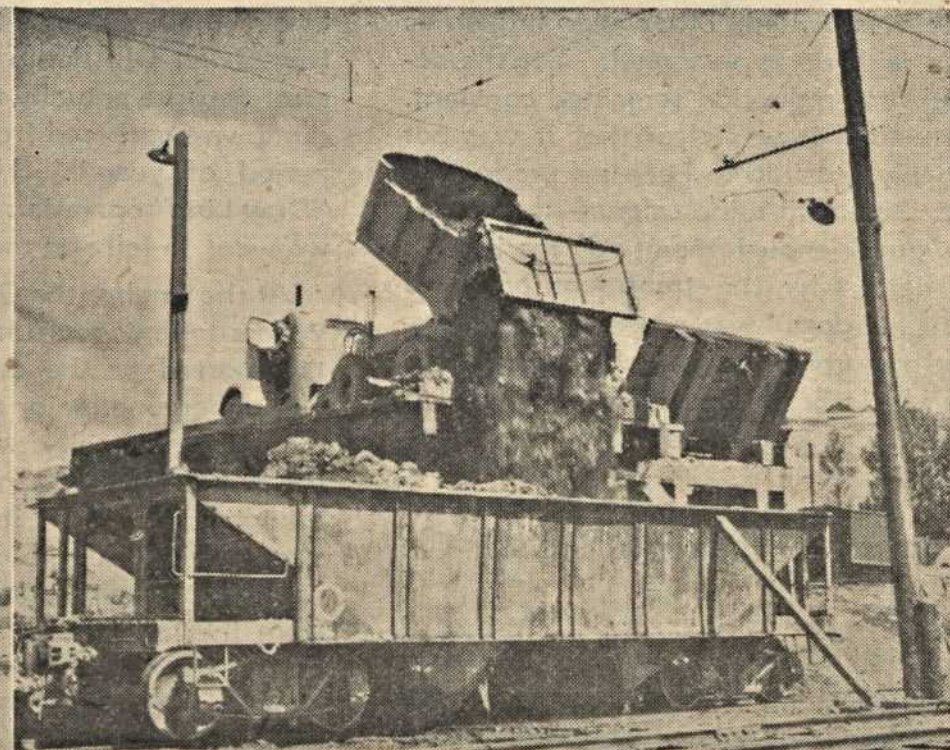
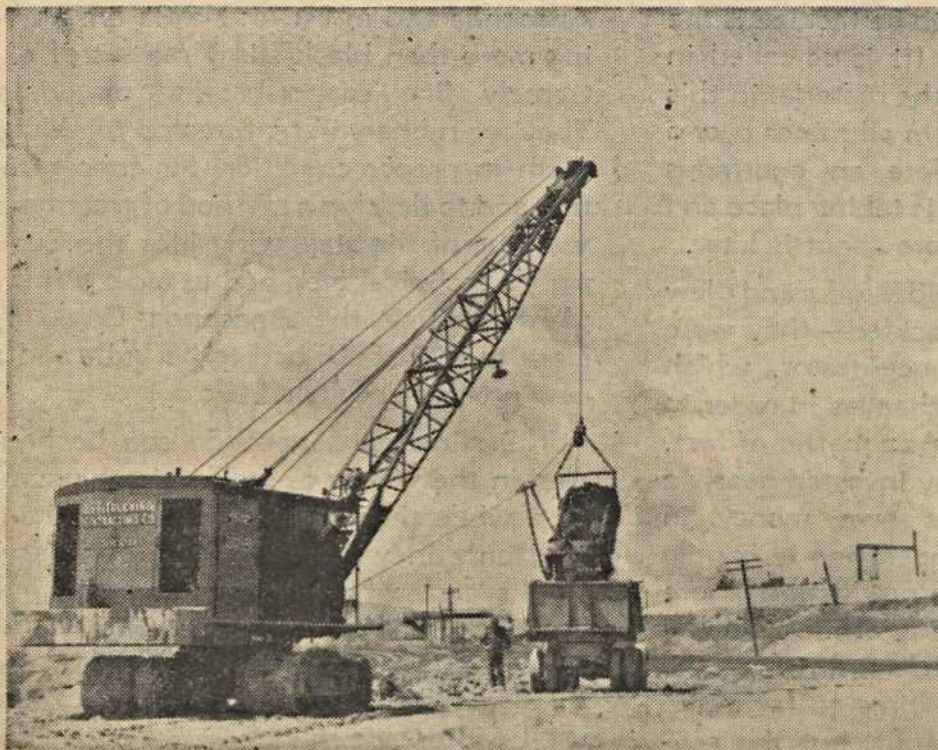
The slimes at Anaconda can be handled in the winter as well as in the summer, while the Butte slimes can be handled only in warm weather. So a few weeks ago, when the weather became milder, operations were discontinued at Anaconda and treatment of the Butte slimes begun. Treatment will continue until winter sets in.

Butte slimes are transported to the smelter in the cars of the B., A. & P., but the slimes from the Deer Lodge Valley Ponds are brought by truck to the smelter for handling.

Then there is sand. Today at Anaconda, tailings from early operations before flotation was established are being treated. About ninety thousand tons a month are being dug out by steam shovel.

The gadget that does the job at the High Ore dump at Butte is a tremendous derrick-like affair which is called a Monighan (after the inventor), or more popularly, a Drag Line. The machine is an impressive affair which weighs 175 tons. Its boom reaches out into the air 135 feet and it has 260 feet of drag cable on it. This means that the operator can swing the bucket far down the side of this





THE slimes are scooped up and trucked to freight cars, where they are loaded and

carried over the B. A. & P. to Anaconda for concentrating. These slimes are yield-

ing precious copper for the men of Uncle Sam when they need it most.

man-made mountain and scoop up a bucketful of dump material amounting to over six tons at a time. The bucket is drawn slowly up the side of the pile, scooping as it goes, and when it is full the operator starts reeling in the cable and the bucket swings upward; the boom pivots around and the bucket is swung up over a railroad car, into which the load is dumped. The average shipment to the concentrator at Anaconda is fifty to fifty-five railroad cars a day.

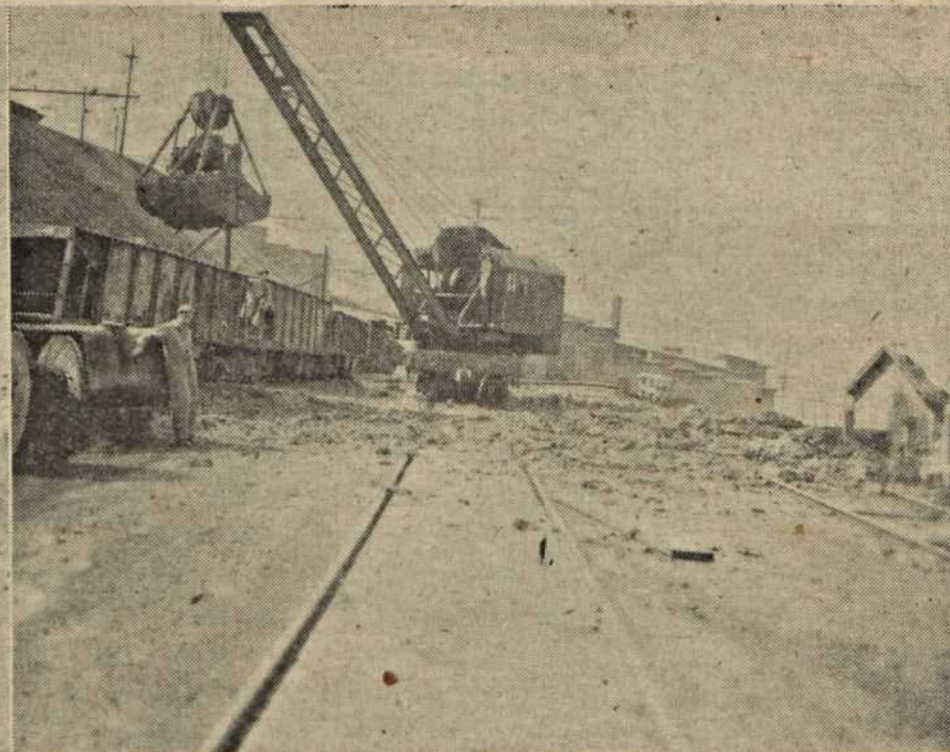
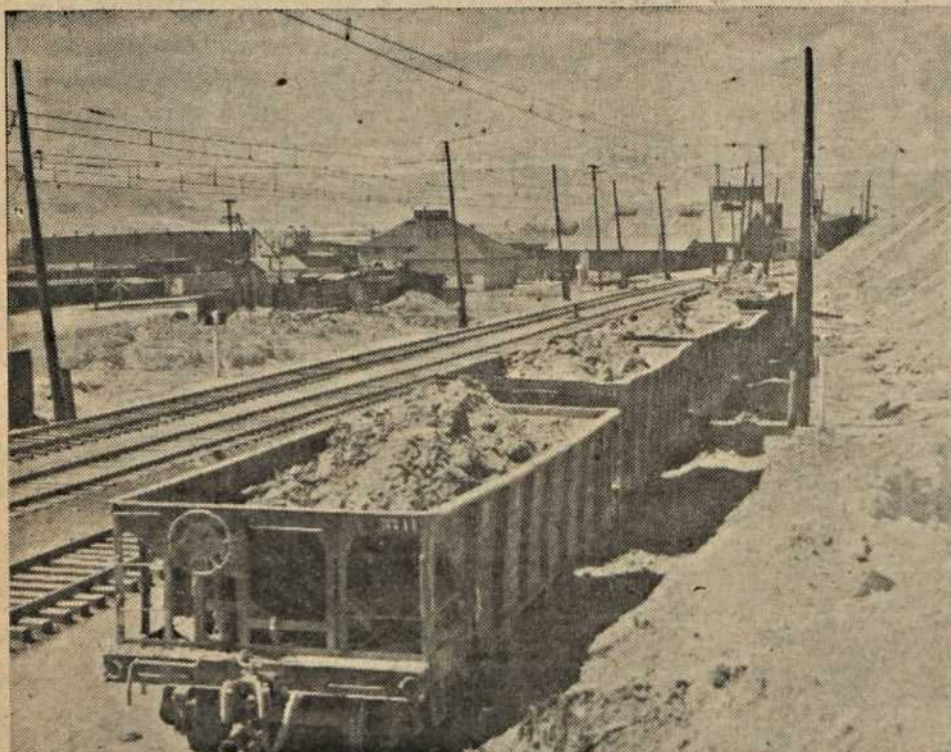
There were a lot of bugs to be ironed out in getting this operation into motion. Moisture had been sealed into this mountain for years, for example, and it was most difficult to handle the material. Furthermore, after the wet material had been scooped up and put into cars, the trip to Anaconda caused it to pack to such an extent that the emptying of the cars was very difficult. These are only a couple of the headaches involved in getting this emergency operation under way. One problem was that, while most drag lines operate by diesel power, the proper equip-

ment was not available to operate this one by such power, so electricity was used in its place. But power cable could not be had and it was only by diverting cable from lend-lease operations, with the government's approval, that the Drag Line was put into operation. The Drag Line program was handed out to a local contractor, and the men who work on this operation are not miners.

The technical details of all these operations probably wouldn't be particularly interesting except to technical men. The point behind all of it is that the government came out flat-footed and said, in effect, "Until this emergency eases, make use of the fact that dumps and slimes contain copper. We need the copper and we need it desperately. If the Armed Forces have been compelled to reduce your manpower to the point where you cannot get maximum production out of your Butte mines operations, then rework this waste material and get additional copper out of that." As we already know, these "cats-and-dogs" have

yielded roughly 75,000,000 pounds of copper.

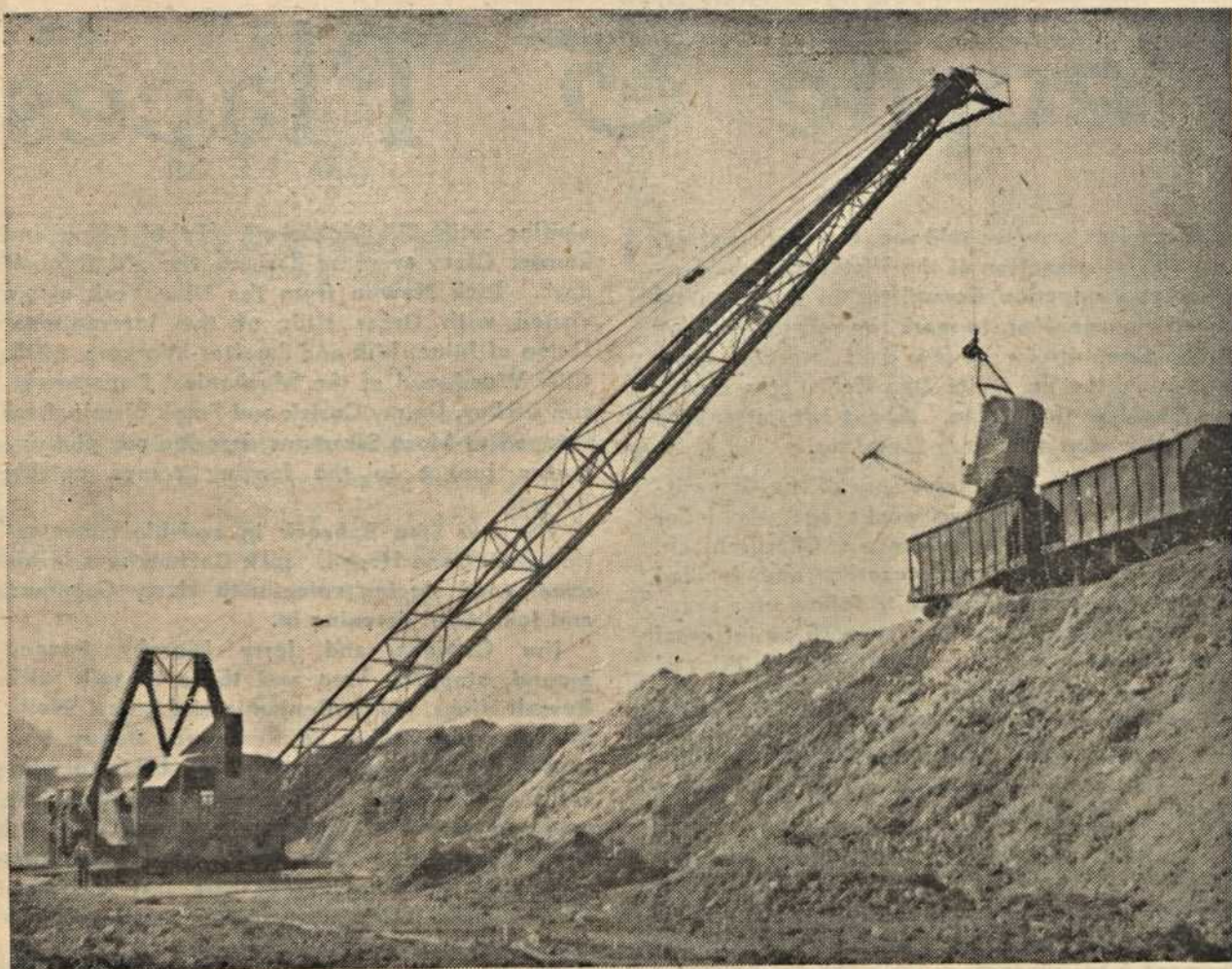
Washington has had its own headaches, and to get a true picture of the situation, we should go behind the scenes there. A lot of people thought that, with the building of a national copper stockpile, no further copper production was required. People said, "Well, the government's got all the copper it needs, so we don't need to worry about that any more." Nothing could have been further from the truth. The rumor spread and Washington became very much alarmed—not only the War Production Board, but the War Department and the Navy Department. For people who thought that the peak was reached didn't stop to realize that a stockpile is not primarily a source of future supply, but a guarantee that the Armed Forces wouldn't run short of copper when they needed it. Think of this: at one time only a few months ago we could have shot away our whole copper stockpile in only three major naval engagements. **So con-**



THE cars are loaded and ready to start on their trip to Anaconda; at the right,

slimes, having arrived at Anaconda, are being scooped out of the cars. They are

ready now to start producing copper for Uncle Sam and the war program.



AT THE High Ore dump, waste materials are being loaded daily into cars. The size of the shovel or scoop can be gauged by the picture at the right—this man is standing in the scoop which has been turned up on end.

tinued production was and is necessary; it is like a fellow putting money in the bank to take care of him in his old age—he's got to continue working to support himself and his family **now**. His bank account is for the future, not for the present.

We probably ought to name the men in the technical operations at Butte and at Anaconda who tackled this staggering problem and worked out the bugs in it. But the credit should go actually, not to the individuals themselves, as much as it should go to the Anaconda Company. Government agencies have been high in their praise of the Company and its employees for meeting this demand of Uncle Sam so well. They know, as do most of

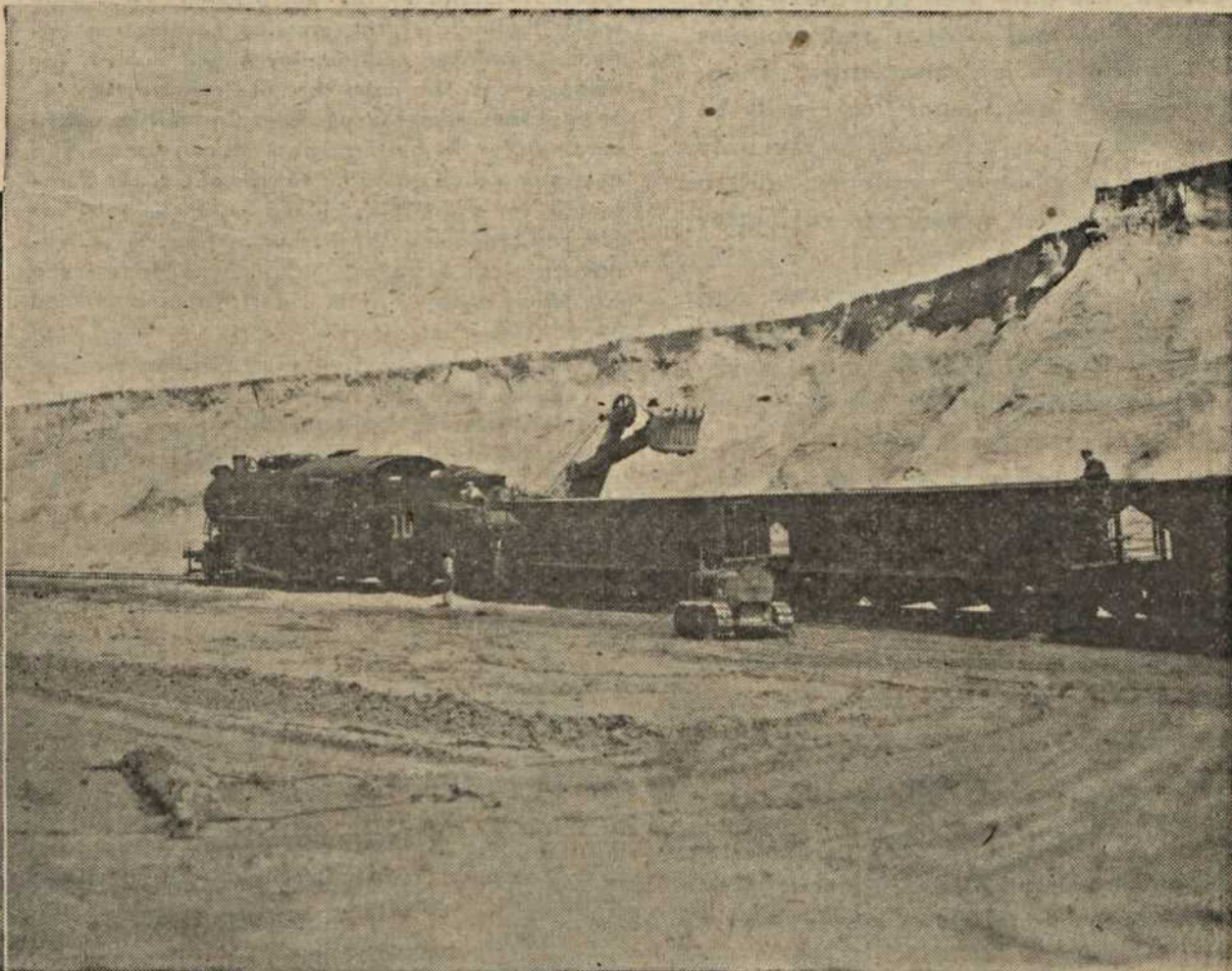
us, that the larger financial return comes from the Butte ores and not from the low-grade copper-bearing material. But if a shortage of men prevents operating the mines at peak capacity, then by-products must be used in order to keep production up. The time-worn rumor that high-grade ores in Butte mines are being held in reserve for the future is, according to official Washington, absolute nonsense: government engineers, after an inspection, tagged this one as pure bunk.

The government knows something else—in this industry, as in a number of key war industries, profit was no motive. The need for copper was so great that it meant the difference between victory and defeat. The copper industry replied.

The war has made tremendous demands on all of us. The rising invasion, which promises to turn the tide completely in favor of the United Nations, puts the squeeze on John Q. Public more than ever before. Any essential industry is hard-pressed, and that means employer and employee both.

But, when the score is finally tallied and the returns are all in, the employees of this Company can be mighty proud of the recovery of the "cats-and-dogs." They will have a right to feel that the organization for which they work has done an outstanding job in helping to win the war. Nobody knows it any better than Uncle Sam himself.

OPERATING the drag line is no job for an amateur. There at the right, the tailings at Anaconda are being scooped into cars. That man-made mountain must provide copper for our boys at the front.





People & Places

Reprint

We don't believe in reprinting editorials, but on the other hand we would be pretty punk journalists if we figured we had all the good ideas and had them first. Recently in an advertisement for Warner & Swasey of Cleveland, Ohio, we ran across as direct and honest a piece of copy as we have read in a long time. We liked it so much that we decided to suspend our editorial rules against reprinting somebody else's stuff and we submit this now to you. The editorial is entitled "You'd think Americans still believed in Santa Claus."

TO read most of the post-war plans for a better world, you'd think they were written by Santa Claus for little children. This war is being fought for freedom from political oppression, not for freedom from work. It's time someone had the courage to tell this fundamental truth to Americans and the whole world: as long as you have your health, nobody is ever going to give you anything; you are never going to have anything you don't earn by hard, efficient work.

The only time the laws of economics can be suspended is during a war . . . it's easy now for anyone to get and hold a job, whether or not he does it efficiently and earns his pay. That time is almost over, and no power on earth can prevent its ending. When the war peak has passed, the only man or woman who will hold a job and prosper and progress (whether the job is management, shop, office, or—we hope—political) will be the one who understands that he can only be paid out of what he produces, and so will produce better in order to get better pay.

Post-war plans by government and groups are all right and should be made. But they will all be useless unless every individual American makes his own post-war plan and practices it now:

(1) Spend today as little as you can. You'll help keep prices down, you'll build your own reserve, which is the only place any self-respecting American wants to look for help.

(2) Get the habit now of maximum skill, efficient production, doing the best job you possibly can. Then you'll be in the ranks of those who will keep their jobs.

That's the post-war program for true freedom—the freedom of independence. And no American worthy of the name wants any other.

IN our last issue we told you, in a picture story, how the labor section of the Victory Labor-Management Production Committee in Butte entertained management, to mark the second birthday of the Committee. A few days later the labor boys were the guests of Dan Kelly, at a dinner party held at the Finlen. About fifty attended; forty-nine men and Marg Sammons.

When the second anniversary of the Committee rolled around a few weeks ago, the labor section, under the able guidance of Charlie Black, veteran Butte miner, got together and decided that it might be a nice thing to follow up a regular Committee business session with an informal party. Pictures were shown at the Butte Miners' Union and refreshments were served. At the business session which preceded the labor party, Dan Kelly proposed that the group get together as his guests at an early date. The dinner at the Finlen was the result.

Dan acted as master of ceremonies and was flanked by Jimmy O'Brien of the AFL on one side and Charlie Black of the Butte Miners' Union on the other. All of the members of top management were present, as were the Committee's labor representatives. After a message of welcome, Dan called on Charlie Black to speak for labor. Charlie voiced the sentiments of a great many of the labor men when he said that the Labor-Management Committee had helped tremendously to bring employer and employee together. Charlie pointed out that many gains have been made over the last two years through the fact that labor and management have learned how to sit down across the table from one another and talk problems out in a friendly and constructive way. Charlie was followed by John Bird of the AFL electricians. John sketched the past accomplishments of the Committee and expressed the view that, over the long haul, everybody would benefit from a closer and more cordial relationship between management and labor, not only locally but everywhere throughout the country.

Management spokesman was William B. (Bill) Daly, retired general manager of mines. As Bill rose to his feet, the entire gathering rose with him. It was really a touching thing to see these men, from the ranks of both labor and management, rise as one man to pay tribute to a respected veteran of the Butte camp. Bill Daly spoke feelingly of the growing cooperation between employer and employee and voiced, for management, the hope that the constructive efforts of the Labor-Management Committee would continue for the betterment of all concerned. The chairman called upon the editors of Copper Commando for short talks; Marg Sammons told her favorite story and she has been pressed so frequently since to repeat it that, in order to make everybody happy, I think it ought to be published here. This is it:

"When I came to Montana I felt like the first girl in this story, and tonight, after being a guest at this dinner of the Labor-Management Committee, I feel like the second girl in this story. A father came home and told his two daughters and wife that he was being transferred to Montana to work. The first little girl did not want to go to Montana; the second child relished the idea. The last night in their own home town before moving, the first little girl knelt to say her prayers and said, 'Good bye, God, I'm leaving for Montana.' The second little girl knelt and said, 'Good! By God, I'm going to Montana.'"

AFTER the dinner had broken up, the group adjourned to the coffee shop where we all sat around and gabbed until late in the evening. It was a nice thing to see. Here were men from labor and management visiting cordially with each other. There was Tom Stack of the Carpenters and Curly McLeod of the Miners' Union

visiting with Bill McMahon. Ed McGlone and Emmet Casey were re-hashing the old football days. Dick Newlin from the New York office visited with Oscar Hills of the International Union of Mine, Mill and Smelter-Workers, while Cliff Woodward of the Mechanical Department, Jim Dickey, Jimmy Cusick and Frank Birmingham listened to Marg Sammons describe our picture-taking junket to the logging camps outside Bonner.

We saw Stan Babcock in amiable conversation with Gene Hogan. Jack Gaffney was in his usual good singing voice with Harry Goodland and John Gaul listening in.

Jim Carrigan and Jerry Murphy buzzed around, stopping here and there to talk with Russell Hicks, Hubie Benjamin and Jack O'Neill. We saw Bert Riley, Ed Renouard, Denny McCarthy, Tiny Kennedy and Arthur Linforth talking over old times. And only a few steps away were Henry Young, Roy Glover, Dave Reese and Les Bishop. We had a few minutes ourselves with John Boardman, Turk Oaas, Roy Farnham, "Jac" Jaccard, "Big" Bigley, Rich Donovan, John Bartlett and George Lilly.

That isn't all of them, of course—it was a lively room and everybody was moving around.

Members of labor and management voted it a good get-together, and it certainly was.

THE idea of labor understanding management and management understanding labor is no new one. During the years I personally have knocked around this country, rubbing elbows with both employer and employee. I have never found anything wrong with the notion that, for two people to get along, they must understand each other. It is as necessary for labor to understand the problems of management as it is for management to understand the feelings and beliefs of labor.

This war would be a great deal longer were it not for the fact that, from coast to coast, the employer and employee have pulled together. The United Nations, when this thing is all stacked up, will be able to credit their victory in great measure to the fact that American industry and American labor have worked together. If they can do it in a time of war and both benefit from it, then they can do it in a time of peace and continue to benefit from it.

I have written all this because I think that the work of your own Labor-Management Committees should be made known to the people. These men who gather around the table at regular meetings, in the various locations of the Anaconda company, come from management and from the rank-and-file. They are trying to do a helpful and constructive job. They are earnest and conscientious about what they are doing. They deserve, not the scorn of the people on the sidelines, but thanks and praise for what probably is a pretty thankless job. On both sides they are trying to establish a friendly relationship from which the rank-and-file can do nothing but benefit. That goes for management as well.

When this war is over, we must rebuild this nation. We have to start, in a sense, all over again. We can build it only on the basis that each man gives to it the best that he has—it makes no difference whether he comes from management or from labor. We have learned, many of us, the lesson of cooperation that the war has taught us, and it is a lesson which, if we are at all smart, we should long remember.

WELL, I'm shoving off for Washington again. I've been out here for three months on this trip, and Montana kind of gets under your skin. While the hustle and bustle of the capital is always interesting and exciting, it's sort of a wrench to leave Montana.

BOB NEWCOMB.

HAIL TO THE HEROES



The Labor-Management Committee at Butte plays host to Commando Kelly and Lieut. Childers, two of the war's outstanding heroes. Here's a pictorial record of their trip to Montana.



COMMANDO Kelly, top hero of World War II, visited Montana on the last day of June to smash home a convincing message in connection with the Fifth War Bond Drive. Accompanied by Lieut. Ernest Childers, another hero credited with delivering knockout blows to the Axis, the Pittsburgh Irishman stopped in Butte for the War Bond Show held under the sponsorship of the Victory Labor-Management Production Committee and the management of the Fox Theater. The Theatrical Stage Employees' Union and the Musicians' Union cheerfully gave their support, as they always do; the Butte Chamber of Commerce set the heroes' appearance through Al Hibbard, State War Bond Drive chairman.

That's Lieut. Childers at the top as he arrived at the Butte airport, welcomed by Labor-Management men. In the second picture we see labor welcoming the heroes—left to right are John Bird, AFL; Lieut. Childers, Commando Kelly, and Stanley Babcock, CIO. In the third picture, Commando Kelly converses with Mayor Barry O'Leary of Butte.

The Labor-Management sub-committee, operating under the chairmanship of Dave Reese, did a splendid job. Assisting were John Cavanaugh, CIO; Bert Riley, CIO; John Bird, AFL; Bill Petrovich, CIO, and Gene Hogan of the Anaconda Company. Master of Ceremonies at the Fox was Bill McMahon, Committee secretary, who turned in a great performance. Amateur talent, in the opinion of many, was the best yet seen in Butte, and the picture feature, "The Eve of St. Mark," won many plaudits.

At Anaconda the heroes were feted by the Smelter's Labor-Management Committee, and entertained at luncheon. The heroes toured the Smelter, shaking many a home-front hero by the hand, and making friends everywhere they went.

Popular opinion: the Labor-Management Committee had rung the bell again.





The Wheels Go 'Round and 'Round

IN our last issue we visited the Local Trimming Department at Anaconda. All materials for the Smelter for the various departments are moved by this crew. We have already told you that the department is responsible for the bin crews who load and unload at the stock bins and the lime crushers. The scalemen are in charge of the building and maintenance of tracks.

Each day there are about ten engines working three shifts. This involves about one hundred big cars a day and roughly four hundred small cars for calcine, etc.

This adds up to approximately 250,000 tons of material a month, which is some quantity.

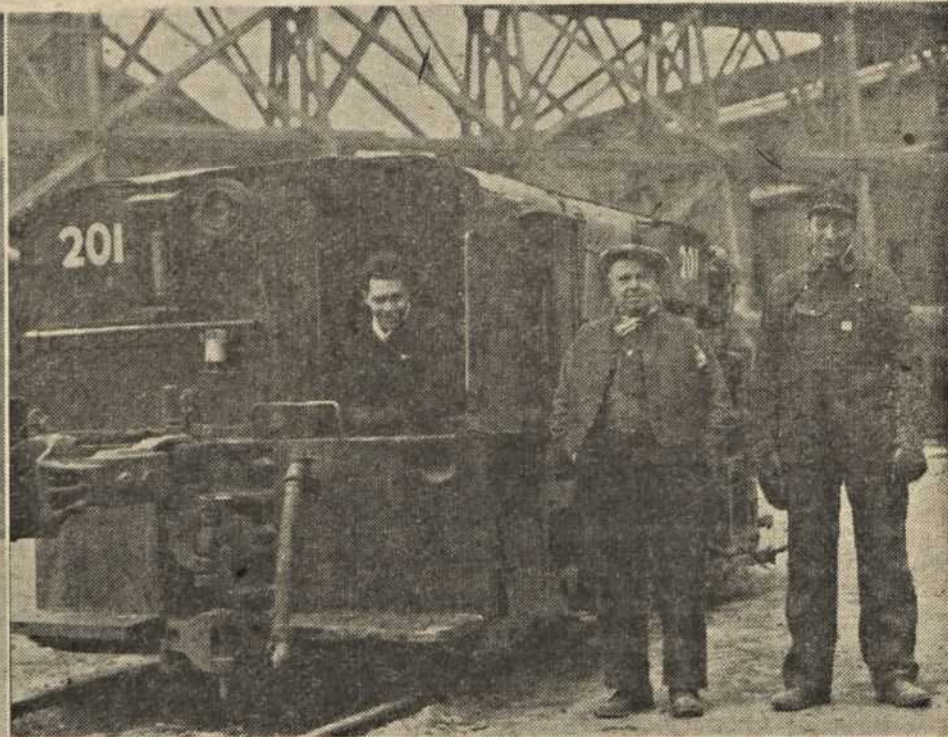
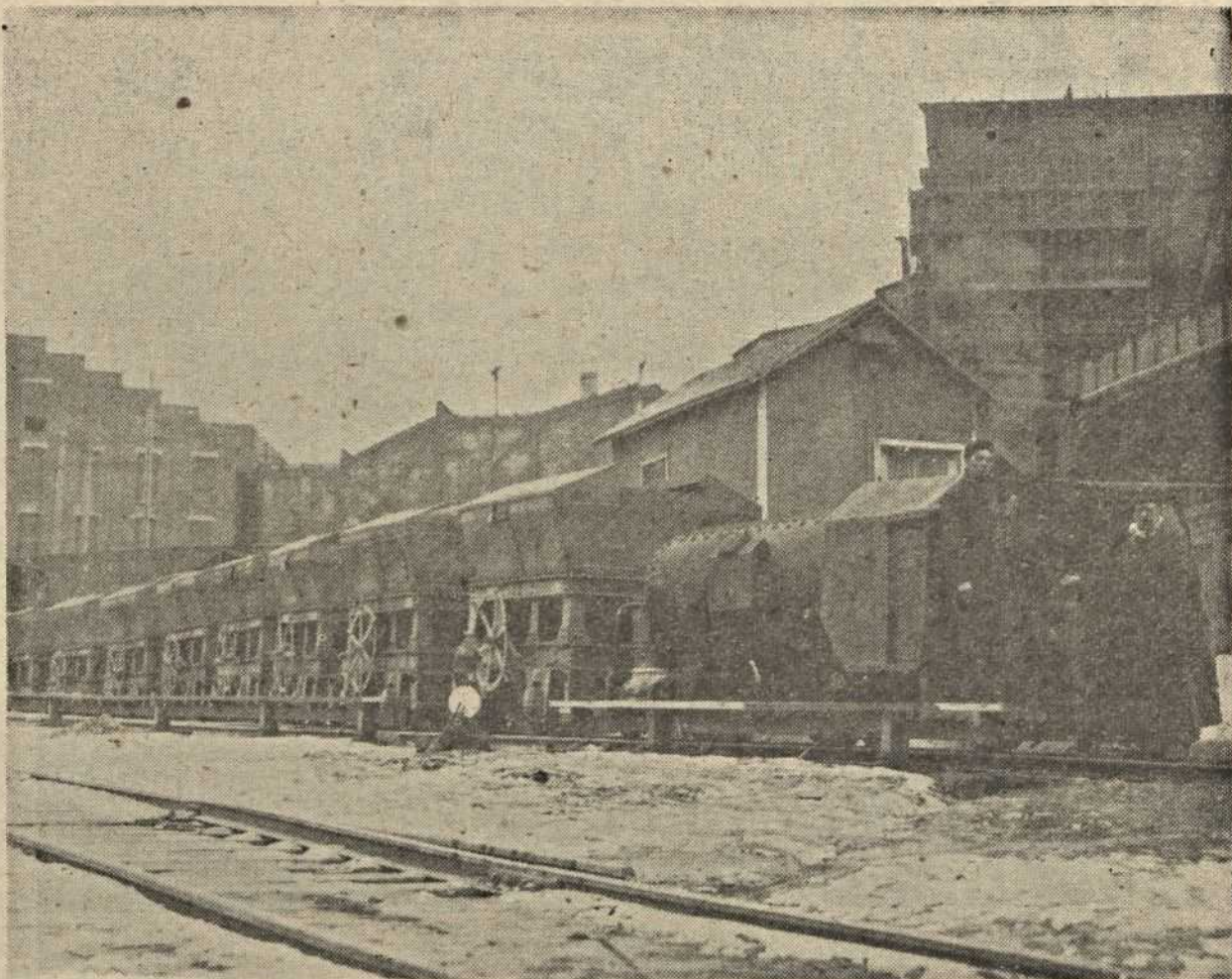
We promised you, in our last issue, that we would go visiting with the men who keep this department humming. In the large picture at the top of the page we introduce you to the big engine crew. Reading from left to right we find Frank Strizich, M. Mrvos, M. Poli, B. Richwine, A. Mehrens, Francis La Grandeur, Mike Walsh, yardmaster; Tom Ryan, also yardmaster, and Tony Blaskovich. These are the boys who look after the big engines.



The bin crew is an active bunch and in the picture at the lower left we find the boys posed in front of the bins during lunch hour. That's M. Mikkelson at the left, Joe Clark, V. Staminger, Ira Clark, Dave Cutler, A. Sweeney (these two boys are from the train crew), and Pete Byrne, foreman.

Now let's get acquainted with the track gang, the fellows who keep the tracks in ship-shape so that quantities of war materials can be moved around the Smelter. We lined them up by the track and in the lower right picture we find Tom Cotoni, Joe Martollo, Joe Orrino, John McCarvel, foreman, Tony Hren, Milton Doherty, Anton Reiss, Francis Blodnick and Ben Paul.

In the top picture on the righthand page, we got a shot of the calcine train—we couldn't get it all in the picture because the train is so long. That's the crew at the right end. Russell Doherty is at the left and the engineer, Louis McGlumphy, is at the right. Louie stepped out of the cab so we could get a better



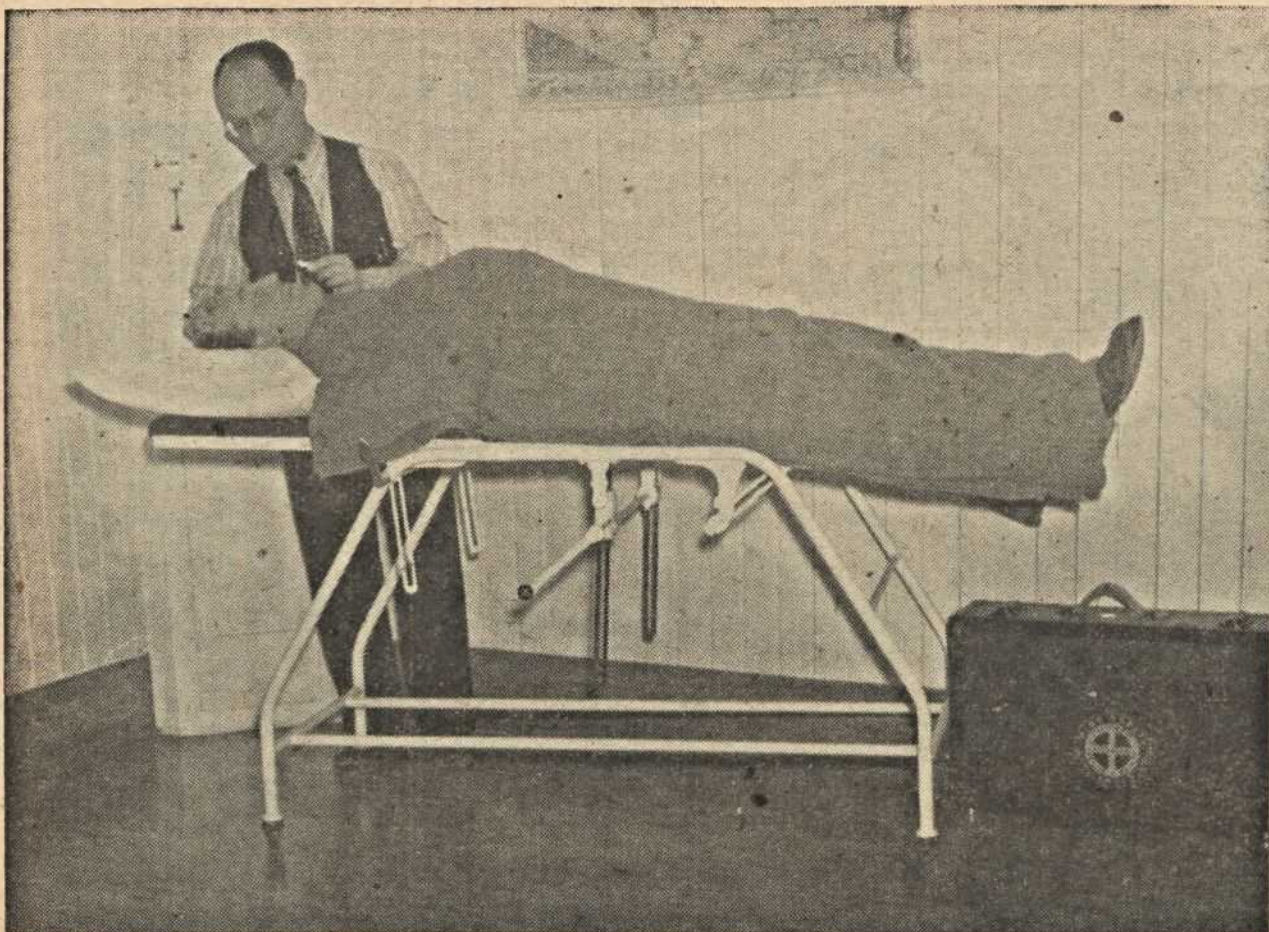
look at him. In the picture below, at the left, you can get a better look at these men.

The electric motor train crew has an important job at the Smelter so we lined the boys up and got a shot of them. That's Ed Tomlinson in the cab of No. 201. At the extreme right is Joe Keller and in the middle we see Mike Walsh, yardmaster, again.

As we told you in our last issue, the Local Tram is operated in very much the same way as a regular railroad. In many ways the operation of the tram is more difficult than with a larger railroad, but everything moves like clockwork. The credit for the direction and supervision of the tram goes to the two men shown in the lower righthand corner of the page. William F. (Bill) Flynn, the superintendent, is seated at his desk going over some matters with Ira Knose. That is Ira at the left and Bill at the right.

That's the story, then, of the Local Tram. It is doing its share to speed war materials to the boys at the front.





Be Careful!

The boys at Great Falls are cautioned to be careful. If they don't the First-Aid Department is on the job.

THE accident rate at the Great Falls Reduction Works is low; but the men in Dave Lawlor's department are striving constantly to get it lower.

The Low Line Station, at which most of these pictures were taken, is one of four—there is one at the Zinc Plant, one at the Copper Refinery and one at the Wire Mill.

The department is set up to treat minor injuries—the men are sent to doctors as needed or to the hospital. Lawlor's department keeps a complete record of all accidents.

There in the top picture we see Carl Borgreen, assistant welfare and safety engineer, attending to a man who has fainted. This was a gag as Ted Cummings, the time clerk on the stretcher, really never felt better in his life. In the second picture Mike Grdich, janitor of the Low Line Change House, is tidying up the Low Line Station—he keeps it neat as a pin.

In the third picture, at the lower left, Carl Borgreen, at the desk, shows how injuries are reported; that is Ted Cummings beside him. Just below you can get a pretty good idea of just what the first aid cabinets look like. There are thirty of these all over the plant. They contain a stretcher of the Army type, such as is shown; a miner's first aid cabinet or kit, hospital blanket, electrical chemical heating pad and a complete set of splints. In the event of an injury, a man breaks the glass in the cabinet, takes the key, opens the door and gets out the needed supplies. There are few accidents and the cabinets are rarely used. However, they are inspected monthly.

